

I-94 Jackson Freeway Modernization Study Public Information Meeting Number 1

Attendees from Project Team:

Brad Funkhouser/MDOT

Eric Shaw/MDOT

Kari Dunbar/MDOT

José López/MDOT

Kirk Branson/MDOT

Robert Fieldbinder/CH2M Hill

Gerry Martin/CH2M Hill

Wes Butch/DLZ

Charles Donaldson/DLZ

Meeting date: January 9, 2001

Notes prepared: January 17, 2001

An informal, open-house Public Information Meeting for the I-94 Jackson Freeway Modernizations Study was held on the campus of Baker College, Jackson, MI.

The purpose of the meeting was to obtain public input on issues related to the existing corridor of I-94 from Sargent Road to M-60. The public was invited to ask questions and express concerns to the project team as well as view various exhibits related to the project.

The meeting was advertised on December 28, 2000 in the *Jackson Citizen Patriot* with a display ad. In addition, over 6,000 notices were sent out to property owners, businesses, and other parties in the project area. There were also announcements of the meeting on local news programs.

Exhibits at the meeting included:

- ✓ National Environmental Policy Act (NEPA) Process
- ✓ Highway Improvement Process
- ✓ Highway Improvement Process Timeline
- ✓ Preliminary Corridor Issues
- ✓ Public Involvement Opportunities
- ✓ Project Schedule
- ✓ Typical Roadway Section
- ✓ (2) Aerial photography exhibits showing the entire corridor at 1" = 400' with major features labeled

In addition to the exhibits on display at the meeting, handout material was provided as follows:

- ✓ I-94 Jackson Freeway Modernization Study Meeting Handout
- ✓ Comment Response Form

There were a total of approximately 100 residents, community members and concerned citizens who attended the meeting.

Those in attendance were asked to sign-in and to provide their comments either by leaving them in the drop box or forwarding them via mail to Jose Lopez/MDOT.

A copy of the handout, sign in sheets and comment response forms are attached to these meeting notes.

Overview of Comments at the Meeting

The attendees of the meeting were very enthusiastic about learning about the study. They believe the project is a necessity for the area. They asked well thought out questions and gave excellent responses to the information that was presented.

Listed below are issues that were found to be consistent among numerous comment response forms:

- Truck traffic is a major concern due to the lanes are not wide enough to accommodate the trucks and other vehicles simultaneously.
- Lanes should be widened and increased to include 4-8 lanes.
- Noise walls should be constructed to reduce the noise level.
- Cooper street exit needs to be redone because it is very dangerous and many accidents have happened at this location.
- Medians and shoulders should be added for "pull-off" during accidents and stalled vehicles.
- Many residents are concerned about how the reconstruction will affect their homes. They have been leaving in the area for many years and are concerned they may be forced to move or sell their homes. They are also concerned if they do not move, noise may become an issue.
- Speed limit should not be raised, it is unsafe due to the number of trucks traveling throughout the corridor.

Comments and concerns voiced by the public and recorded by the project team are as follows:

- Concerned about why the truck weigh station along I-94 has been closed. This results in the overweight trucks beating up the pavement. If the weigh station is going to be closed, more law enforcement should be on the roadway.
- Concerned about the dip on I-94 on Cooper Street, the poor drainage results in vehicle slow down.
- Thinks the I-94 and I-73 projects should be looked at together. He asked if one impacts the other. He was informed they are separate projects.
- Believes that additional lanes are needed at Elm Rd. and Cooper St., especially with truck traffic.
- M-60 bridge on I-94 needs to be widened to accommodate 3 lanes so that the 3 lanes are in place before the interchange.
- Concerned about the EB weave between 94 BL and Sargent Rd.
- Ramps are a safety hazard (127/West Ave., Cooper, Elm).
- Concerned about Parnell and 127 interchange.
- Concerned his house will be acquired and would like adequate time to relocate.
- Concerned that widening might increase the drainage problem.
- Consider crossing between Airport Rd. and West Ave. Airport Rd. is beginning to carry more traffic and may need relief.
- Speed limit needs to be enforced
- Sargent and Fairlake should have 3 lanes
- There needs to be a sound wall along Trailer Park Drive
- Noise wall should be constructed to protect residents off Boardman Mainer to Herbert J.
- Cooper St. west bound ramp is very tight to get in with all of the truck traffic.
- Exit at West Ave. is horrendous
- Single point interchange at I-94/ West Ave./US-127 South
- Sunset street and Mooris St. could use noise walls
- Westbound ramp on I-94/Elm St. is not long enough
- Concerned with noise abatements for properties along Young Rd. south of I-94 (east of 127)
- Are there any more interchanges proposed (Hawkins)?
- If I-94 traffic is routed onto 94 BL during construction it would effect school transportation. 94 BL is two lanes and is heavily used by school busses.

- US-127 north to I-94 EB is poorly marked and many people miss the ramp. This needs to be better signed or redesigned.
- Between Hawkins Rd. and Michigan Ave., Frontage Rd. could go through Farmland to south of residences if needed to accommodate wider I-94.
- Consider Dearing Rd. interchange as part of this study (2 miles to west of M-60 Interchange).
- Consider earth berms instead of noise walls.
- Concern about rural atmosphere being lost.
- Minimize new ROW acquisition and new tax dollars spent.
- Concern about school children crossing freeway.
- 20" water main under 127 North/West Ave. interchange.